



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Thursday, December 11, 2014
6:30 pm
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

MEETING MINUTES

I. Call to Order Chairman Nohe

- Chairman Nohe called the meeting to order at 6:40pm.

II. Roll Call Ms. Speer, Clerk

- Voting Members: Chairman Nohe; Mayor Euille (arrived 6:44pm); Board Member Hynes; Chairman York; Chairman Bulova; Mayor Parrish; Mayor Silverthorne (arrived 6:51pm); Council Member Rishell; Council Member Oliver; Senator Ebbin; Delegate Rust; Delegate Minchew (arrived 6:59pm); Miss Bushue.
- Non-Voting Members: Mayor Umstatt; Ms. Hamilton; Ms. Mitchell.
- Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Denise Harris (Program Coordinator); Keith Jasper (Program Coordinator); Peggy Teal (Assistant Finance Officer); Camela Speer (Clerk); various jurisdictional staff.

III. Minutes of the October 9 and 24, 2014 Meetings

(Mayor Euille arrived.)

- Chairman York moved approval of the October 9, 2014 minutes, with corrections; seconded by Mayor Parrish. Motion carried with seven (7) yeas and four (4) abstentions [with Mayor Euille, Chairman York, Mayor Parrish and Council Member Oliver abstaining as they were not at the October 9 meeting].
- Chairman York moved approval of the October 24, 2014 minutes; seconded by Board Member Hynes. Motion carried with nine (9) yeas and two (2) abstentions [with Council Member Oliver and Delegate Rust abstaining as they were not at the October 24 meeting].

Consent Agenda

IV. Project Agreement for the Virginia Railway Express – Regional Funding Project 997-14-019-2-08 (Alexandria Station Tunnel)

- V. **Project Agreement for the City of Alexandria - Regional Funding Project 510-14-020-1-08** (Traffic Signal Upgrades/Transit Signal Priority)
- VI. **Project Agreement for the City of Alexandria - Regional Funding Project 510-14-021-1-08** (Shelters and Real-Time Transit Information for DASH/Wmata)
- VII. **Project Agreement for the City of Alexandria - Regional Funding Project 510-14-022-1-08** (Potomac Yard Metrorail Station EIS)
- VIII. **Project Agreement for the City of Falls Church - Regional Funding Project 610-14-023-1-06** (Pedestrian Access to Transit)
- IX. **Project Agreement for the Virginia Railway Express - Regional Funding Project 997-14-024-2-08** (Lorton Station Second Platform)
- X. **Project Agreement for the Virginia Department of Transportation - Regional Funding Project 995-14-025-3-03** (Route 28 Hot Spot Improvements – Loudoun Segment)
- XI. **Project Agreement for the Virginia Department of Transportation - Regional Funding Project 995-14-026-1-03** (Route 28 Widening Dulles Toll Road to Route 50)
- XII. **Project Agreement for the Virginia Department of Transportation - Regional Funding Project 995-14-027-1-03** (Route 28 Widening McLearen Road to Dulles Toll Road)

- Ms. Backmon stated that with Authority approval of these projects this evening, there will be 26 of 33 FY2014 projects moving forward. She added that included this evening are three (3) VDOT SPAs for the Route 28 project.
- Chairman York moved to approve the consent agenda to include the specific motions in items IV – XII; seconded by Chairman Bulova.
- Senator Ebbin asked Alexandria staff when the Potomac Yard Environmental Impact Statement will be moving forward, or what the schedule is for when the station might be built. Mr. Maslanka responded that the city is currently completing the Environmental Impact Statement with the goal of starting construction in 2017.
- Motion carried unanimously.

Action Items

XIII. Approval of the NVTA Organizational and Financial Policies

Chairman York, Chair, Finance Committee

- Chairman York reported that the NVTA organizational and financial policies have been prepared by the staff, reviewed by the Council of Counsels and the Finance Committee, and that the Finance Committee recommends them for approval by the Authority.
- Chairman York moved to approve the NVTA Organizational and Financial Policies; seconded by Chairman Bulova. Motion carried unanimously.

XIV. Approval of the Post Issuance Disclosure Policy

Chairman York, Chair, Finance Committee

- Chairman York reported that the Finance Committee had reviewed the Post Issuance Disclosure Policy, but noted that there had been a change since that review and requested that Mr. Longhi explain the change.
- Mr. Longhi stated that one of the attachments that was on the original policy presented to the Finance Committee was removed. He explained this attachment was for qualified management contracts and that the IRS guidance is going through some changes. Rather than have an attachment that is going to be changed, and is not applicable to the Authority at this time, it was removed on the advice of bond counsel.
- Mr. York stated that the Finance Committee has reviewed the policy and found everything in order. He noted that all the NVTA policies are living documents and will be changed and updated as necessary.
- Chairman York moved to approve the NVTA Tax Exempt Bonds Post-Issuance Tax Compliance Policies and Procedures in substantial form, as presented at this meeting; seconded by Chairman Bulova.
- Senator Ebbin asked about the reference to 1950 in the background of the policy. Mr. Longhi responded that 1950 refers to the Code of Virginia.
- Motion carried unanimously.
- Ms. Backmon requested a moment to update the Authority on the recent Authority bond credit rating and issuance.
- Mr. Longhi stated that the Authority bonds were marketed last Thursday, December 4, 2014. He highlighted:
 - ✓ Well received by the market.
 - ✓ Oversubscribed by 2.5 times.
 - ✓ Good variety of bidders.
 - ✓ Very few questions on the credit picture of the Authority.

- ✓ Well understood on the Street, which seems to be an indication of the outstanding presence of our member jurisdictions in the credit markets.
 - ✓ Ended with true interest cost of 3.09%.
- Ms. Carter, PFM, stated this is an accomplishment to celebrate and then reviewed some of the specifics of the current market environment. She highlighted:
 - ✓ The Authority achieved a good long term borrowing rate on the bonds, with the 30-year Treasury Bonds hovering around 3% currently. This indicates that the Authority bonds are perceived as pretty risk free.
 - ✓ Current rates are at or near the 30-year long term average, well below the 10-year average and well below the 30-year average. From a historical perspective, this is a good time for the Authority to be borrowing.
 - ✓ Have been in a declining interest rate environment leading into Authority bond sale.
 - ✓ Authority bonds were priced relative to the High Grade Municipal Bond Index benchmark (MMD).
 - ✓ Explained the spread of NVTAs' bonds relative to that Index and other comparable deals in the market the same week.

(Mayor Silverthorne arrived.)

- ✓ There was a \$1.6B deal sold by Texas DOT in the same week. This was an AAA rated bond and NVTAs priced well compared to that transaction as well.
- Chairman Bulova expressed gratitude to all who had worked to make a strong financial case for the Authority and noted that this speaks to the strength of this region.
 - Mr. Longhi noted there was much support from jurisdictional and agency staff to pull this information together and thanked them.
 - Chairman Nohe thanked the staff and bond counsel for the bond rating presentation. He acknowledged that this success and the strength of the presentation were due to strength of our region and the regional staff.
 - Mayor Euille added that this speaks volumes about the strength of our entire region and is a credit to all the members.

XV. Approval of NVTAs Employee Handbook

Chairman York, Chair, Finance Committee

- Chairman York reported that the Finance Committee reviewed the NVTAs employee handbook, which was prepared by staff and reviewed by Council of Counsels, and everything is in order. He added that these are living documents and will be amended and updated as necessary.

- Chairman York moved approval of the NVTAs Employee Handbook; seconded by Mayor Parrish. Motion carried unanimously.

XVI. Approval of Principals for the Determination of Long-Term Benefits

Mayor Euille, Chair, FWG

- Mayor Euille stated that HB 2313 requires that when allocating the 70% regional revenues, the Authority must ensure that each locality's long-term benefit will be approximately equal to the proportion of the revenues raised by the three taxes and fees in the respective locality. He noted that various options to determine long-term benefits have been studied. He requested that the Authority endorse the guiding principles outlined in the Principals for the Determination of Long-Term Benefit report.
- Mayor Euille stated that the subcommittee recommends that be two methods for determining the benefits of roadway, bicycle, pedestrian or intelligent transportation system projects be congestion relief, as modeled using the regional travel demand model (or state of the modeling practice in the future) for all of the projects selected, and the locations of the projects. He added that the Authority will generally focus on primary benefits in determining long-term benefits.
- Mayor Euille moved to approve the Principals to Determine Long-Term Benefits; seconded by Board Member Hynes.
- Chairman Nohe noted that this effort is another example of extraordinary regional team work. He thanked everyone who worked on this effort.
- Motion carried unanimously.

XVII. Approval of the Revised FY2015/16 Two Year Program Schedule

Chairman Nohe, Chair, PIWG

- Chairman Nohe stated that the anticipated VDOT HB 599 study for this evening has been postponed until the January meeting due to VDOT needing more time to complete the final report.
- Ms. Hamilton stated that VDOT appreciates the extension and will be presenting to the Authority in January.

(Delegate Minchew arrived.)

- Chairman Nohe noted that as a result of this delay, the PIWG is pushing the Two Year Program Schedule back one (1) month.
- Chairman Nohe noted that there is at least one (1) highway project that is both a CTB Six Year Program and a NVTAs project and asked if this will create a problem to advertise the Route 7 overpass project. Ms. Hamilton responded that it will not.

- Chairman Nohe moved to approve the proposed revised FY2015-16 Two Year Program schedule; seconded by Chairman Bulova. Motion carried unanimously.

XVIII. Approval of the NVTa 2015 Federal and State Legislative Program

Ms. Dominguez, Chair, JACC

- Ms. Dominguez briefed Authority on the 2015 State Legislative Program. She highlighted:
 - ✓ Notes the Authority will work diligently with the State to implement HB 599 and that due to VDOT's large role in implementing HB 599 it is essential that VDOT have sufficient resources for this.
 - ✓ Recommends that while the Authority understands that the Commonwealth needs to retain sufficient revenues to recover its costs incurred administering the HB 2313 taxes, this funding be capped to allow for more funds to be provided to regional transportation projects. Noted that the fees retained have fluctuated significantly each month and should be fairly consistent.
 - ✓ Suggests the NVTa and the Commonwealth work together to coordinate HB 2 and HB 599.
 - ✓ Recommends Northern Virginia continue to receive its fair share of statewide revenues. It is recommended that the \$500M set aside should be eliminated or modified to ensure equitable distribution of funds to each region.
 - ✓ Notes a change from allocation of transit funds in HB 1140 has hurt Northern Virginia transit programs because they do not receive federal funds and this has reduced the funds that Northern Virginia transit programs receive.
 - ✓ Recommends that the Commonwealth work to address the "bond cliff" issue to ensure that transit systems continue to receive the state resources needed to provide critical transit services.
- Ms. Mitchell noted that she appreciates that this is included in the Authority's legislative program.
 - ✓ Recommends that DC, MD and VA each continue its \$50M annual WMATA funding.
 - ✓ Addresses Metro Momentum and the need to continue to address growing capacity needs.
 - ✓ Expresses concern over secondary road devolution and opposes any legislative or regulatory moratorium on the transfer of newly constructed secondary roads to VDOT for the purposes of ongoing maintenance.
 - ✓ Opposes changes to maintenance allocation formulas detrimental to localities maintaining their own roads.
 - ✓ Supports equal taxing authority for counties, cities and towns

- ✓ Supports inclusion of sufficient funding to address BRAC recommendations.
 - ✓ Recognizes the importance of pedestrian transit safety.
 - ✓ Recommends maximizing the use of existing facilities to provide high performance, high capacity transit.
 - ✓ Opposes state imposition of land use determination on localities.
 - ✓ Recommends the Commonwealth involve local and regional officials at the earliest possible time during regional studies.
- Senator Ebbin asked how many years we are into the 10-year plan with federal government matching funds. Ms. Dominguez responded that it is authorized from FY2009-2018 and noted this is something to monitor.
 - Delegate Rust expressed concern with language suggesting a cap on the transportation fees retained by the Department of Taxation. He suggested that if the Authority recommend a cap on fees, everyone else will. Delegate Rust noted that he has reviewed the fiscal impact statement and it states how much money is needed and is mentioned in the budget language. He agreed that the Authority should ask for an accounting of the fees collected and for stabilization of the fees. Ms. Dominguez suggested “this funding should be capped to allow for more funds to be provided to projects needed throughout the region” could be removed from the recommendation. There was general consensus to make this change.
 - Delegate Minchew noted that he has requested draft bill to address this concern. When he gets the draft bill, he will review it with the Authority member to be sure it is what we want.
 - Ms. Dominguez briefed the Authority on the Federal Legislative Program. She noted:
 - ✓ Recommends that as the surface transportation program reauthorization continues to move forward:
 - Level of Federal funding needs to increase.
 - CMAQ/RSTP funding is important to the region and needs additional funding.
 - Coordination between the Authority and local governments is important.
 - Need to reduce time to complete federal review process of significant new transportation projects.
 - Need to recognize the uniqueness of metropolitan areas and give greater decision-making authority for transportation funding to local governments and regional agencies.
 - ✓ WMATA recommendation is similar to State Legislative Program.
 - ✓ Recommends funding for VRE programs.
 - ✓ Recommends limits on commuter rail related liability.
 - ✓ Requests increase in security funding to local and regional transportation agencies in the metropolitan area.

- ✓ Requests funding for the Metropolitan Area Transportation Operations Coordination (MATOC) program.
 - ✓ Supports legislation to permanently create commuter parity.
 - ✓ Supports passage of the Marketplace Fairness Act.
 - ✓ Opposes efforts to undermine regional and local authority over airports and supports maintaining the slot rule (limiting the takeoffs and landing) and the perimeter rule at Reagan Washington National Airport.
- Board Member Hynes requested the Legislative Program be edited to correct the name of Dulles National Airport to Washington Dulles International Airport. She noted that the opposition of the slot rule is a good item for the Authority to include in its Legislative Program.
 - Delegate Rust asked for clarification as to whether changing the slot and perimeter rules at Reagan would also negatively impact BWI, and if so, suggested the Authority solicit their support as well. Ms. Dominguez responded that this has been discussed at COG and that they have requested a study be done. Board Member Hynes responded that with Metropolitan Washington Airports Authority, Reagan and Dulles are tied together and that BWI is separate.
 - Ms. Mitchell noted that only a small portion of the increase in gas tax will go to transit. She suggested that because of the gas tax increase going into effect, transit will lose \$20-22M per year that would have been collected under the Marketplace Fairness Act, the Marketplace Fairness Act position also be added to the State Legislative Program. Board Member Hynes agreed. There was general consensus to add this to the State Program.
 - Chairman York moved to approve the 2015 State & Federal Legislative Program, with changes as discussed; seconded by Delegate Rust. Motion carried with thirteen (13) yeas and one (1) abstention [Delegate Minchew].

XIX. Approval of Comments on the HB 2 Process

Ms. Dominguez, Chair, JACC & Ms. Harris, Program Coordinator

- Ms. Dominguez and Ms. Harris presented the recommended comments on the HB 2 Process to the Authority. Ms. Dominguez stated that during the October 14, 2014 HB 2 presentation to the Commonwealth Transportation Board (CTB), Secretary Donohue offered recommendations on three items:
 - ✓ Solicitation of Candidate Projects;
 - ✓ Geographic Scale of Weighting Areas with Weighting Frameworks;
 - ✓ Treatment of co-funded projects.
- Ms. Harris summarized the recommendations by the Office of the Secretary of Transportation on the Solicitation of Candidate Projects. Based on those recommendations, Ms. Dominguez, noted the proposed Authority comments:
 - ✓ The Authority believes that local governments should have the ability to apply for projects within Corridors of Statewide Significance (COSS), as in many cases local projects that are in the corridor are not necessarily

considered regional projects and in that case, the locality might not be able to apply for those funds.

- ✓ Requests clarification on what would occur if a project falls into multiple categories, such as being in both a COSS and an Urban Development Area (UDA).
- ✓ Requests clarification on how big the corridor is, as this could impact project selection.
- ✓ Requests clarification on how or whether a jurisdiction could submit a project for consideration if it does not have a UDA.
- ✓ Requests clarification on the definition of a regional entity for the purpose of project applicants.
- Ms. Harris summarized the recommendations by the Office of the Secretary of Transportation on the Geographic Scale of Weighting Areas with Weighting Frameworks. Based on those recommendations, Ms. Dominguez, noted the proposed Authority comments:
 - ✓ The Authority agrees that too many frameworks will subvert the entire process, however, should address the diversity across the Commonwealth.
 - ✓ Believes that there should be at least two frameworks weighting congestion the highest, as Northern Virginia and Hampton Roads are required to have congestion mitigation rated highest amongst the factors and there are other differences between the two regions.
 - ✓ Requests more information as to how two frameworks within a Metropolitan Planning Organization (MPO) would work.
 - ✓ Requests clarification on how the Administration will reconcile the varying priorities assigned by each region to the criteria.
- Ms. Dominguez noted that the treatment of co-funded projects is especially important as the NVTA has its own resources. Ms. Harris stated that this was a complicated issue and that the CTB had requested that a number of scenarios of how projects will be analyzed on a relative cost basis be developed and brought back to the CTB. Based on those recommendations, Ms. Dominguez, added that as the Authority has its own HB 2313 funds, if the cost benefit analysis is based on the total cost of the project, the Authority may essentially be penalized for using its own funds.
- Mayor Euille moved to approve the proposed letter to Virginia Secretary of Transportation Aubrey L. Layne, Jr., which provides comments on the process to implement HB 2; seconded by Chairman York. Motion carried unanimously.

XX. Approval of Comments on the I-66 Corridor Improvement Study

Ms. Dominguez, Chair, JACC & Ms. Harris, Program Coordinator

- Ms. Dominguez noted the recommended comments on the I-66 Corridor Improvement Study were based on the previous presentation to the Authority. She summarized that comments include:

- ✓ Need to be mindful of right-of-way impact, however, not to preclude future rail and transit improvements.
- ✓ Need to coordinate public meetings and efforts to include more information on the transit program.
- Board Member Hynes requested a change in the comments about rapid bus service along I-66. Ms. Dominguez shared newly drafted language in this section to address this concern. “The I-66 Project Scope calls for rapid bus service along I-66 with high frequency of service beyond peak hours and travel in express lanes for predictable travel times. The Authority believes that greater explanation is needed on how transit service will be provided, funded, ~~and~~ who will operate it, and how daytime bus storage will be handled is needed.”
- Board Member Hynes moved to approve the proposed letter to Virginia Secretary of Transportation Aubrey L. Layne, Jr., with changes as discussed, which provides comments on the I-66 Corridor Improvements; seconded by Chairman Bulova. Motion carried unanimously.

XXI. Appointment of the Nominating Committee Chairman Nohe

- Chairman Nohe appointed Chairman Bulova and Mayor Parrish to the 2015 Chairman and Vice Chairman Nominating Committee.
- Chairman Nohe stated that a nomination is needed from the towns to appoint the new town representative at the January meeting.

XXII. Approval of the 2015 Meeting Calendar Ms. Backmon, Executive Director

- Ms. Backmon recommended that the Authority meet on the fourth Thursday of the month in CY2015, prior to the NVRC meetings. She noted that due to the holidays, the November and December meetings are recommended to be held on the second Thursday of the month. Ms. Backmon added that the January meeting start time is 6pm due to the HB 599 presentation and suggested that we may want to revisit the recommended meeting time of 6:30pm for the rest of the meetings.
- Chairman Nohe clarified that the recommendation is to confirm these dates, but leave flexibility for the start times. Ms. Backmon responded affirmatively and stated that she would like to lock down the start times for all meetings and will work with Mr. Gibb to establish a time that works.
- Chairman Nohe asked if members were able to meet at 6pm for all meetings. He added that if a particular agenda calls for an earlier start time, we will have the flexibility to make that change. There was general consensus to start all meetings at 6pm.
- Mayor Parrish moved to approve the CY2015 Meeting Schedule, with the change to 6pm start times; seconded by Delegate Minchew.

- Delegate Minchew noted that the General Assembly members will not be present at the January meeting for the HB 599 presentation and requested a call-in option. Mr. MacIsaac suggested the Authority might need to adopt a policy for this. Chairman Nohe directed staff to coordinate a call-in option for the January meeting.
- Chairman Nohe stated that as there is a regional interest in HB 599, he directed Ms. Backmon to coordinate with Mr. Gibb to have the January meetings flow into each other.
- There was discussion that starting prior to 6pm could be difficult for some members.
- The motion carried unanimously.

Discussion/Information

XXIII. Report on the Listening Session for the TransAction 2040 Update

Mr. Dan Malouff, Chair, TransAction 2040 Update Subcommittee

- No verbal report.

XXIV. Review of the Process to Amend TransAction 2040

Ms. Backmon, Executive Director

- Ms. Backmon updated the Authority on the process to amend TransAction 2040. She highlighted:
 - ✓ Schedule would take 8-9 months.
 - ✓ Cannot remove projects from the current plan, but can add projects.
- Ms. Backmon recommended that if the Authority chooses to amend TransAction 2040, that this be done in a parallel process with the update of TransAction 2040. She also recommended that the Authority do a one (1) year only call for projects, if we proceed with an amendment, and that we submit those to the HB 599 process. Ms. Backmon noted that to date we have 26 approved SPAs. She added that the Authority needs to show that we are being good stewards of tax payer dollars and are actively advancing projects.
- Ms. Backmon stated that she will work with the PIWG to develop an amendment process and will bring the PIWG recommendation to the Authority in January.
- Ms. Bulova asked for clarification. Ms. Backmon clarified that she recommends that if the Authority proceeds with the amendment, it not delay the process to update TransAction 2040. She added that there are some logistics still to be worked out, for example the consultant has stated that there is a cap on the number of projects that can be included in the amendment and how much the new projects can impact the network that has been modeled. Ms. Backmon further recommended that instead of doing the planned three (3)

year call for projects for FY2017-19, the Authority only do a one (1) year call for projects for FY2017. This gives the Authority the opportunity to continue to advance projects during the amendment process and then do the next call for projects after the amendment is complete.

- Chairman York noted that he has spoken to Ms. Backmon and Mr. Longhi and that they are pretty much in agreement as to how this process will work. He asked for confirmation that the recommendation to amend TransAction 2040 will be presented at the January meeting. Ms. Backmon responded affirmatively.
- Chairman Bulova requested that should the Authority choose not to amend, Ms. Backmon also bring a recommendation as to whether the Update process can be accelerated. Ms. Backmon responded that she would.
- Board Member Hynes suggested that it would be useful to layout the various options with timelines. She added that she would like to find a way to make this work, but that the Authority should not be reinventing wheels that do not need to be reinvented.
- Chairman York added that it may not be just Loudoun County requesting an amendment. He suggested this will be the only time this process will happen.
- Council Member Rishell asked about the cost. Ms. Backmon stated that this would cost approximately \$300,000.
- Chairman Nohe directed Ms. Backmon to also bring back a recommendation on how to fund the amendment. He added that he would find it difficult to authorize the use of 70% funds to pay for it.
- Council Member Rishell asked if there are funds available to do this amendment. Chairman Nohe responded that no funds have been approved.

- In reference to the CY2015 Work Plan, Board Member Hynes noted that she had some suggestions about the organization of the Work Plan. Chairman Nohe suggested this be worked out at PIWG.

- Mayor Parrish reported that over the last month the preparation for the six month review of the Executive Director had taken place and that this evening the Personnel Committee had met in closed session to discuss the accomplishments of the last seven months. Mayor Parrish asked Ms. Backmon to briefly report to the Board on these accomplishments. Ms. Backmon highlighted these accomplishments of the Authority:
 - ✓ Authority received AA+, Aa1, AA+ credit ratings.
 - ✓ Bonds oversubscribed by 2.5 times.
 - ✓ Received 3.09% interest rate on bonds.
 - ✓ Accomplished one-on-one meetings with each Authority member to determine short and long term goals for the Authority.
 - ✓ Developed the Communications Plan.
 - ✓ Developed the Employee Handbook.
 - ✓ Developed Organizational and Financial Policies.
 - ✓ Re-established fully membered PCAC.
 - ✓ Mapped FY2014 70% projects.

- ✓ Achieved consensus on the Principals for Determining Long-Term Benefits.
- Mayor Parrish concluded that the members of the Personnel Committee thanked Ms. Backmon for being energetic, knowledgeable and hard working.

- XXV. 2015 NVT A Work Program** Ms. Backmon, Executive Director
- No verbal report.
- XXVI. Report of the Planning Coordination Advisory Committee** Mayor Foreman, Chair, PCAC
- No verbal report.
- XXVII. Report of the Technical Advisory Committee** Mr. Boice, Chair, TAC
- No verbal report.
- XXVIII. CMAQ/RSTP Reallocation Request** Ms. Dominguez, Chair, JACC
- No verbal report.
- XXIX. Finance Committee Report** Chairman York, Chair, Finance Committee
- No verbal report.
- XXX. NVT A Revenue Receipts Report** Mr. Longhi, CFO
- No verbal report.
- XXXI. NVT A Operating Budget Report** Mr. Longhi, CFO
- No verbal report.
- XXXII. Financial Working Group** Mayor Euille, Chair FWG
- No verbal report.
- XXXIII. Project Implementation Working Group** Chair Nohe
- No report.
- Executive Director’s Report** Ms. Backmon, Executive Director
- No verbal report.

XXXIV. Chairman's Comments

- Chairman Nohe introduced Mr. Skiles from Vectre Corporation, on behalf of TransUrban. Mr. Skiles gave a brief update on the opening of the I-95 Express Lanes. He noted that they will open on December 14, tolling will begin on December 29 and that until then HOV rules are in effect during peak rush times.
- Senator Ebbin asked for clarification about carpoolers using the new lanes. Mr. Skiles explained that carpoolers are HOV riders and can use the lanes anytime.

Adjournment

XXXV. Adjournment

- The meeting adjourned at 7:45pm.